

PEACE JUBILEE.

Main Feature Was the Civic and Military Parade Which Passed Through the Streets.

DISTINGUISHED GUESTS AT THE HEAD.

The President and the Other Distinguished Visitors Were Dined by the Piedmont Driving Club.

McKinley Delivers a Patriotic Address—Resolutions Introduced in the Georgia Legislature Thanking the President for His Speech.

ATLANTA, Ga., Dec. 15.—The second day of the Atlanta peace jubilee opened auspiciously. The temperature had relaxed its rigor considerably and warmth in the rays of the sun was early perceptible. As on Wednesday the crowds were enormous, excursion trains arriving at short intervals from all directions.

The feature of the day was the civic and military parade, which passed through the streets during the afternoon. Starting from the corner of Garnet and Whitehall streets at noon, the procession proceeded to Exposition park, over Alabama, Broad, Marietta and Peachtree streets. The parade consisted of ten divisions under command of Grand Marshal A. J. West. The president and other distinguished guests in carriages were at the head of the parade.

After the parade had passed the reviewing stand the president and the other guests of the city were driven to Piedmont park where they were the guests of the Piedmont Driving club at an elaborate luncheon.

The president, in an address, said in part:

Other parts of the country have had their public thanksgiving and jubilees in honor of the historic events of the past year, but nowhere has there been greater rejoicing than among the people here, the gathered representatives of the south. I congratulate them upon their accurate observation of events, which enabled them to fix a date which insured them the privilege of being the first to celebrate the signing of the treaty of peace by the American and Spanish commissioners. Under hostile fire on a foreign soil, fighting in a common cause, the memory of old disagreements has faded into history. From camp and campaign there came the magic healing which has closed ancient wounds and effaced their scars. For this result every American patriot will forever rejoice. It is no small indemnity for the cost of the war.

This government has proved itself invincible in the recent war, and out of it has come a nation which will remain indivisible for evermore. No further contributions have been made in patriotism and in men than by the people of these southern states. When at last the opportunity came they were eager to meet it, and with promptness responded to the call of country. Intrusted with the able leadership of men dear to them, who had marched with their fathers, under another flag, now fighting under the old flag again, they have gloriously helped to defend the spotless folds and added new luster to its shining stars. That flag has been planted in two hemispheres, and there it remains the symbol of liberty and law, of peace and progress. Who will withdraw from the people over whom it floats its protecting folds? Who will haul it down?

We could have avoided all the difficulties that lie across the pathway of the nation if a few months ago we had coldly ignored the glib appeals of the starving and oppressed inhabitants of Cuba. If we had blundered ourselves to the conditions so near our shores and turned a deaf ear to our suffering neighbors, the issue of territorial expansion in the Antilles and the East Indies would not have been raised.

But could we have justified such a course? Is there any one who would now declare another to have been the better course? With less humanity and less courage our part, the Spanish flag, instead of the Stars and Stripes, would be floating at Cayte, at Ponce, and at Santiago, and a "yunque" in the face of life would be waving to millions of human beings who to-day call this nation noble, and who, I trust, will live to call it blessed.

Thus far we have done our supreme duty. Shall we now, when the victory won in war is written in the treaty of peace, and the civilized world applauds and waits in expectation, turn suddenly away from the duties imposed upon the country by its own great deeds? And when the mist fades and we see with clearer vision, may we not go forth rejoicing in a strength which has been employed solely for humanity and always been tempered with justice and mercy, confident in our ability to meet the exigencies which await us, because confident that our course is one of duty and our cause that of right.

President McKinley's utterances in his address to the Georgia legislature Wednesday were highly commended by that body Thursday.

Immediately after the reading of the journal in the house Thursday morning, Representative Galvin, of Richmond, secured the floor and introduced the following resolutions:

"Resolved, by the house, the senate concurring, that as the chosen representatives of the people of Georgia, we desire to express our high appreciation of the chaste, eloquent and enthusiastic address delivered in the presence of this general assembly in the hall of the house of representatives Wednesday by his excellency, William McKinley, president of the United States.

"Resolved, Further, That President McKinley, by his ready recognition of southern ability and southern worth in military appointments, made at the outbreak and during the recent Spanish-American war, won a warm place in the hearts of all our people and endeared himself to the country at large.

"Resolved, Further, That we desire especially to commend and applaud the generous and soldierly suggestion made by his excellency that the north should share in the care of the graves of the Confederate soldiers.

"Resolved, Further, That the secretary of the senate and the clerk of the house of representatives be instructed immediately after the adoption of these resolutions to have a copy of the same enrolled and duly attested, and that they deliver the same to his excellency, the

president in person, before he leaves the capital of the state.

The resolutions were unanimously adopted and were at once transmitted to the senate. They were hastily concurred in by the upper house.

CALVIN S. BRICE DEAD.

The Ex-United States Senator and Financier Passed Away in New York City After a Week's Illness.

NEW YORK, Dec. 15.—Former United States Senator Calvin S. Brice died at 3:15 o'clock Thursday at his residence in this city, of pneumonia. He contracted a severe cold one week ago Thursday. On Friday last he took to his bed and on Monday morning his physician said that pneumonia had developed. Everything known to medical science was done to save him, but he grew steadily worse.

At Mr. Brice's bedside when he died were Mrs. Brice, Capt. Stewart M. Brice, John Francis Brice, Miss Helen Brice and Miss Kate Brice. Another son, W. K. Brice, is on his way home from China.

Mr. Brice was delirious for 24 hours before his death. A telegram was sent late Thursday night to Rev. Dr. Wallace Radcliffe, of Washington, D. C., asking him to come to this city to conduct the services. He had not replied at midnight, but it is believed he will accept.

The body will be taken to Lima, O., on a special train, leaving the Erie depot at 1:55 p. m. Saturday. The funeral arrangements at Lima will be announced later.

WASHINGTON, Dec. 15.—Calvin S. Brice was a native of Ohio, and was born in 1845. He was the son of a Presbyterian minister. Three years before the civil war he entered Miami university, but in 1861 he enlisted in a university company for the war. He served in West Virginia in the 80th Ohio Infantry. In 1863 he graduated from the University and after teaching school a few months he became captain of a company in the 108th



Ohio and served to the end of the war. He then went to Ann Arbor, Mich., law school, and afterwards was admitted to the bar in Cincinnati. He took an active interest in politics and in the campaign of 1868 was an electoral candidate on the Union ticket and again on the Cleveland ticket in 1884. In 1888 he was delegate at large to the democratic national convention at St. Louis, where the Ohio delegation chose him as a member of the executive committee during the 1888 campaign, and on the death of Wm. B. Barnum, was elected chairman of the democratic national committee. In the winter of 1890 Mr. Brice was elected United States senator to succeed Henry B. Payne and took his seat March 4, 1891.

In the senate Mr. Brice became a prominent figure. He was soon made a member of the democratic steering committee and became also a member of the committee on appropriations. Mr. Brice seldom spoke in the senate, but was a close observer of everything that was going on and was always deep in the councils of the party.

He was admired for his business and political skill and for his abounding good humor, which never left him on any occasion. He was largely interested in railway enterprises, was rated a millionaire and of late had been one of the chief members of a syndicate with large railroad and other concessions in China. He leaves a wife and several grown children.

Capt. Sigbee Ordered to Havana.

WASHINGTON, Dec. 15.—Capt. Sigbee, of the Texas, has been ordered to Havana by rail and steamer to take command of his ship there. The order is the result of the hasty departure of the Texas under recent orders. Capt. Sigbee was at Albany at the time and the orders to sail were obeyed so promptly that Capt. Sigbee had no time to reach his ship and in the nautical phrase he and other officers were "left on the beach."

Woman Sentenced to Death.

MONTREAL, Dec. 15.—The jury in the case Cordelia Viaw, accused of the murder of her husband, Isidore Piere, of St. Canut, on November 27, 1897, brought in a verdict of guilty Thursday night and the prisoner was immediately sentenced to be hanged on March 10.

Ordered to Philippines.

WASHINGTON, Dec. 15.—Orders were issued Thursday by the war department to the 12th United States Infantry, now at Jefferson Barracks, Mo., to proceed to Manila.

Death of Christopher Sykes.

LONDON, Dec. 15.—Christopher Sykes, the well-known club man, society leader and intimate friend of the prince and princess of Wales, died Thursday in his 87th year.

Dreyfus on His Way to France.

LONDON, Dec. 15.—The Paris correspondent of the Daily News, Mrs. Emily Crawford, says it is believed there that Dreyfus is now on his way to France.

He Played With a Gun.

LEANSBURG, Ala., Dec. 15.—Lon McMan, near this place, Thursday, while carelessly fooling with a loaded gun, shot his wife, the entire load entering her body. She died.

FIREMEN KILLED.

Falling Walls at a Fire in Chicago Crush a Number of the Fire Fighters.

TWO OF THEM TERRIBLY MANCLED.

Nine Others Were Seriously Injured, One or Two of Whom May Succumb to Their Wounds.

The Firemen Were in the Act of Raising a Ladder When the Entire South Wall Bulged Out and Fell, With the Above Result.

CHICAGO, Dec. 15.—The collapse of a wall during a fire in a livery stable at 3154-56 Cottage Grove avenue Thursday night, killed two firemen and injured a number of others. The dead:

Lieut. Matthew Meyer, of Truck Company 11; buried by falling wall, instantly killed.

Patrick O'Herne, of Truck Company 11; buried by falling walls and killed.

The injured, all members of the fire department, are:

Lieut. Albert Lingenberger, broken leg; will recover.

Michael O'Hara, skull fractured; serious.

Thomas Dillon, skull fractured; serious.

O. J. Shevlin, bruised about the body.

Otto Miller, bruised about the body.

Thomas Gileteuhau, bruised about the body.

Edward Creuscuo, back broken; may die.

Michael Prendergast, cut about the head.

Edward Morgan, cut and bruised by falling bricks.

The building was a two-story brick structure. The lower floor was occupied by the Palace livery stables, while the second story contained living apartments.

The fire broke out in an abandoned elevator shaft in the rear of the building and spread with great rapidity.

The men of Truck 11 had just begun operations on the Thirty-second street side of the building and were in the act of raising a ladder when the entire south wall suddenly bulged out, falling upon the men, burying a number of them completely. Their comrades made a desperate effort to get them from under the bricks and timbers and succeeded after a short delay, but by the time they were rescued two were dead and several others may die. The wall collapsed so suddenly that there was no chance of escape for any of the firemen who were in Thirty-second street at the time.

Six families lived in the apartments above the stable proper, and all of them escaped without trouble although they saved very little besides their lives.

The damage to the building, which is owned by an eastern capitalist, is \$20,000. To the contents of the livery stable, owned by O. D. Perkins, the loss was \$9,000. The families who lived on the upper floor lost all of their effects, valued altogether at \$2,000.

THE "SURRENDER TREE."

Gen. Wood Determined to Protect What is Left of the Tree Beneath Which the Spaniards Capitulated.

SANTIAGO, Dec. 15.—Gen. Wood, governor of the military department of Santiago, is determined to protect what is left of the "surrender tree"—the tree beneath which the Spaniards consented to the capitulation of Santiago—and has had it inclosed with a wire fence, issuing an order imposing a fine of \$100 or imprisonment for 100 days as a penalty for mutilating the tree, which is already not a little injured by relic hunters.

Still Another Case for Consumption.

STUTTGART, Dec. 15.—Dr. Landerer, a prominent physician of this city, in a paper just published, claims to have discovered a cure for consumption in its first stages. His method calls for injections of cinna, metol and heteroksol.

Ex-Gov. Rice Dead.

BOSTON, Mass., Dec. 15.—Henry A. Rice, ex-governor of Massachusetts, died at his home here Thursday, aged 89 years. Mr. Rice had been in the wool commission business the greater part of his life. He also was interested in banking.

The Seventh Victim.

NEW YORK, Dec. 15.—The seventh victim of the gas tank collapse died Thursday night in Bellevue hospital. He was Charles A. Wright, 55 years of age, a wood chopper in Fulder's table factory.

Bryan's Resignation Accepted.

WASHINGTON, Dec. 15.—Col. William Jennings Bryan's resignation as colonel of the 3d Nebraska regiment reached the war department. The resignation was accepted by order of the president.

Called to Duluth.

COLUMBUS, O., Dec. 15.—Rev. Alexander Milne, pastor of Plymouth Congregational church here, has been unanimously called to Duluth, Minn.

POST OFFICE ROBBERS.

Four Members of an Organized Gang Looked Up in Central Police Station, Chicago—They Confess.

CHICAGO, Dec. 15.—Four men, who are said to constitute an organized gang which has robbed a number of post offices throughout Illinois, are now locked up at the Central police station.

The prisoners confessed that they had robbed six post offices in the vicinity within the last few months and that the proceeds of the depredations would amount to several thousand dollars.

The men under arrest are: Harry Muldoon, alias Meyers; Charles Masters, Thomas Sheehan, and Joseph King, alias Kissiner. All are ex-convicts.

The robberies which the prisoners have confessed to are postoffices at Hammond, Ind.; West Chicago, Morgan Park, Danforth, Ill.; West Pullman and Winnetka.

THE SPANISH PRISONERS.

Those in Manila Will Not Be Repatriated Until After the Treaty of Peace Reaches Washington.

WASHINGTON, Dec. 15.—The fact that the text of the peace treaty has not yet reached Washington operates to prevent the war department from acting in the matter of repatriating the Spanish prisoners held by Gen. Otis at Manila. Officially the war department does not know that the peace treaty contains any stipulation for the release and return to Spain of these captured Spanish soldiers. It can not move, therefore, towards releasing the prisoners until the treaty reaches Washington and its provisions are made known to the department. The prisoners are not suffering in the meantime, for they have been paroled by Gen. Otis and are receiving shelter and food from the United States military authorities.

THAT ATLANTA SPEECH.

Gen. John B. Gordon Greatly Pleased With McKinley's Address Before the Georgia Legislature.

RICHMOND, Ind., Dec. 15.—Gen. John B. Gordon, of Georgia, who lectured here Thursday night, said in an interview concerning President McKinley's speech at Atlanta: "I have read the speech with much interest and was greatly delighted with it. It was probably a surprise to the southern people, but was not so to me. I have known President McKinley for a great many years and have had the profoundest respect for him as a man and a patriot. This Atlanta speech is in entire keeping with what I have known to be his liberal impulses toward the south for a number of years. He is a very broad man as well as a capable one."

STRUCK BY AN ENGINE.

Three Members of a Sleighing Party Killed Near Inlay City, Mich.—Two Others Were Seriously Injured.

INLAY CITY, Mich., Dec. 15.—A south-bound engine, light on the Pontiac, Oxford & Northern railroad, Thursday struck a sleigh containing five persons, throwing them out, seriously injuring two and killing three outright.

The accident occurred four miles north of here, just at dusk. The party in the sleigh had been visiting and were returning home. Mr. Dawson, the driver, was told by one of the party there was no train before 7 p. m., and started to cross the track. A light engine running backwards struck the rear end of the sleigh and the occupants were thrown high into the air.

Passenger Train Ditched.

DENVER, Col., Dec. 15.—The north-bound passenger train on the Gulf road, due to arrive in Denver at 5 o'clock Thursday evening, was ditched by a broken rail at a point about three miles south of Barle, a small station 25 miles south of Trinidad, Thursday, making a bad wreck and injuring several passengers and members of the train crew.

Torpedo Boat Rowan's Trial Trip.

SEATTLE, Wash., Dec. 15.—The torpedo boat Rowan, constructed by Moran Bros. of this city, was given an official trial trip Thursday afternoon. During the hour's run the Rowan maintained an average of 27 1/2 knots, 1 1/2 knots above the contract speed. Her engines revolved an average of 363 revolutions, ten revolutions above requirements.

Three Children Cremated.

SUFFOLK, Va., Dec. 15.—Tom Ridley, of Franklin, locked his three small children indoors as he went to work. When Ridley returned there was nothing left but ashes and the charred remains of his offspring, none of whom were over 9 years old.

Frenchmen Cry Out Against England.

PARIS, Dec. 15.—A manifesto has been posted about the city by an association styling itself the League of the Interests of National Defense. It declares that France is in danger, appeals to the people to rally to the country's defense and attacks England.

To Construct Railroads in Indo-China.

PARIS, Dec. 15.—The chamber of deputies Thursday almost unanimously adopted a bill loaning 200,000,000 francs for the construction of railroads in Indo-China, guaranteed by the government of Indo-China.

RIDING ON THE RAIL.

LOOK HERE FOR DATES AND LOW RATES.

Homeowner's Excursion to the West and Southwest via the C. & O. December 8th and 20th One Fare Plus \$2 For Round Trip.

On December 8th and 20th the C. & O. will sell round-trip tickets Mayville to numerous points in the West and Southwest at rate of one fare plus \$2. Limit of tickets 21 days. For further information please address Ticket Agent C. & O. Railway, Mayville, Ky.

A Matter of Convenience.

It is the small thing that counts in the long run, and when the run is as long as that of the "Pacific Coast Limited," that is, from St. Louis to Los Angeles and San Francisco, the small things that contribute to the comfort of the passenger are of great importance.

The Pacific Coast Limited is a palatial train, solid vestibuled, to California points, running semi-weekly, leaving St. Louis every Tuesday and Saturday at 10:30 p. m., and reaching California the third day out.

The equipment is the surpassing thing, entirely new, and consisting of composite car, with barber-shop, bath room, buffet, and observation, reading and smoking room, ladies' private compartment and observation car, Pullman ten-section double drawing-room sleeping cars, and a most superior dining car. Meals are served in a car, which means that incalculable expense in this matter.

To answer questions is really no trouble at all, so address your inquiries to A. A. Gallagher, District Passenger Agent, 408 Vine street, Cincinnati, O., and receive a descriptive book of the train.

Direct Route Between the East and West.

Passengers going to any point East or West, and desiring a quick and comfortable trip, should take the Baltimore and Ohio southern Railway. It is the only line operating its own through trains between St. Louis, Springfield, Penn. Vincennes, Louisville, Cincinnati and New York via Washington, D. C., Baltimore and Philadelphia.

It also has the enviable reputation for speed, comfort and safety and the regularity of its trains is proverbial with the traveling public. The traveler over the B. & O. is permitted to catch glimpses of the greatest scenery in America. Riding in solidly vestibuled palace trains, you see a photographer's paradise, the somber Allegheny Mountains, the beautiful Shenandoah River, the historic Potomac, and the valley of the Virginias.

The "Royal Blue Service" consists of the most magnificently furnished Pullman drawing-room sleepers, and luxuriously appointed dining cars operated by this company. Meals are served in a la carte West of Grafton, and table d'hôte East of that point. The coaches are all lighted with Pintsch gas, and have the latest conveniences, including the most comfortably designed smoking apartments and lavatories. All trains of this line connect in the Union Depots with those for points in every named territory.

The B. & O. S. W. is a favorite route with the large commercial buyers when traveling between New York and the West.

RAILROAD TIME TABLES.

BALTIMORE DIVISION—CHICAGO AND EAST			
Train	St. Louis	Chicago	East
No. 10, 10:00 a. m.	10:00	10:00	10:00
No. 2, 1:30 p. m.	1:30	1:30	1:30
No. 15, 3:30 p. m.	3:30	3:30	3:30
No. 4, 10:45 p. m.	10:45	10:45	10:45

ROUTE

Train	St. Louis	Chicago	East
No. 10, 10:00 a. m.	10:00	10:00	10:00
No. 2, 1:30 p. m.	1:30	1:30	1:30
No. 15, 3:30 p. m.	3:30	3:30	3:30
No. 4, 10:45 p. m.	10:45	10:45	10:45

Depot, Grand Central Station, City

Ticket Office, S. E. corner Fourth and Vine streets. Telephone, 1142. Daily, except Sunday, 8:00 a. m. to 10:00 p. m. For full information and rates to all parts East and West apply to THOMAS A. GARRIGAN, Southern Passenger Agent, Huntington, W. Va.

OHIO DIVISION—TRAINS EAST.

Leave	Train	Arrive
12:05 p. m.	Wash., Balt., Phila. and N. Y. with dining car, Royal Blue Flyer.	5:30 p. m.
6:35 p. m.	Parkburg, Marietta and way stations.	8:00 a. m.
7:30 p. m.	Parkburg and way stations.	2:30 p. m.
8:00 p. m.	Hillsboro, Marietta and way stations.	10:15 a. m.
8:30 p. m.	Chillicothe & Hillsboro Ex. p. Colum., Zan., Wheeling, Pitta. and Sag. Ex.	5:45 p. m.
9:30 a. m.	Colum., Zan., Wheeling and Pitta. Night Ex.	7:30 a. m.
9:30 a. m.	Cincinnati and Columbus.	7:30 a. m.
9:35 p. m.	Early Morning Ex. p. Columbus, Zan. and Wheeling.	7:30 a. m.
9:40 p. m.	Columbus, Newark, Zan. and Cambridge Ex.	12:25 p. m.
5:15 p. m.	Blanchester and Intermediate Points.	8:30 a. m.

MISSISSIPPI DIVISION—TRAINS WEST.

Leave	Train	Arrive
9:00 a. m.	St. Louis Limited, direct connections for all points West.	5:50 p. m.
8:15 p. m.	St. Louis and Louisville Night Express.	7:30 a. m.
9:30 a. m.	St. Louis Special.	11:30 a. m.
6:40 a. m.	St. Louis and Inter. Sta.	7:05 p. m.
8:15 p. m.	Beardstown, Springfield & Pitta. Ill.	7:30 a. m.
9:00 a. m.	Pana. Springfield, Beardstown & Shawnee, Ill.	7:30 a. m.
4:30 p. m.	Mitchell and Int. Stations.	9:50 a. m.
4:30 p. m.	North Vernon & Int. Sta.	9:50 a. m.
3:30 a. m.	Louisville, New Albany & Jeffersonville.	6:05 p. m.
8:25 a. m.	St. Lou., N. A. & Madison.	11:55 a. m.
9:35 p. m.	Louisville & New Orleans through Memphis.	6:40 a. m.
11:30 p. m.	Day Night Express.	11:55 a. m.

B. AND O. S. W. ROUTE TO NEW ORLEANS VIA MEMPHIS.

8:35 p. m. Express daily, has free Reclining Chair Car and Pullman Buffet Sleeping Car to New Orleans, through Memphis, without change.

11:20 p. m. Express, daily, has Pullman Buffet Sleeping Car and Day Coaches, Cincinnati to New Orleans, through Memphis, without change.

For full information regarding rates, time on connecting lines, Sleeping, Parlor and Dining Cars, etc., address J. M. Chestnut, General Passenger Agent, or G. R. Warfel, Assistant General Passenger Agent, Cincinnati, O.

L. and N. Holiday Rates.

Tickets to any point on the L. and N. Railroad and N. C. and St. L. Railroad at one and one-third fares will be sold December 23d to 29th inclusive and December 30th to January 2d inclusive. Return limit January 4th, 1899.

Cincinnati and Return \$1.75.

On account of the Cincinnati, Cincinnati Association the C. & O. will sell round-trip tickets, Mayville to Cincinnati, at rate of \$1.75. Tickets on sale December 15th and 17th. Tickets sold on the 15th, return limit the 17th, and tickets sold on the 17th, return limit December 19th. Tickets good on all trains.

Christmas and Holiday Rates via C. and O. Railway.

The C. and O. will sell round-trip tickets Mayville to all points on the C. and O., except on the Washington Division, at rate of one and one-third fare. Tickets on sale December 23d, 24th, 25th, 26th, 30th and 31st and January 1st and 2d; return limit January 4th.

Will also sell round-trip tickets Mayville to all points on the C. C. & C. and St. L. C. & H. and D. C. L. and L. L. and N. B. and O. S. W., Southern Railway in Kentucky, C. N. O. and T. P. L. C. Railway South of Louisville, O. H. Railway, N. and W. North of Kenova and Ohio Central lines at one and one-third fare to Cincinnati and Kenova plus one and one-third fare to destination. Tickets on sale December 23d, 24th, 25th and 26th and January 1st and 2d; return limit January 4th.

Pacific Coast Limited Between St. Louis and California.

Commencing November 1st and continuing thereafter during the season the Iron Mountain Route in connection with the Texas and Pacific and Southern Pacific Railways (the True Southern Route) will re-establish their elegant through service to the Pacific Coast, which train proved such a great success last season. The train consists of Composite Car, containing reading, writing and smoking room, buffet, barber-shop and bath room; Compartment Car containing seven private compartments and double drawing-rooms; two or more sleeping cars containing twelve sections, staterooms and drawing-rooms; Dining Car in which all meals are served in a car. The equipment used is of the most modern and improved Pullman pattern, vestibuled throughout, heated by steam and lighted by Pintsch gas. Entirely first-class train and run for first-class travel exclusively. This train will leave St. Louis every Tuesday and Saturday at 10:30 p. m., arriving Los Angeles every Friday and Tuesday at 4 p. m. and San Francisco every Saturday and Wednesday at 11 a. m. Less than three days to California. In addition to the above service a weekly tourist car will be run between St. Louis and California via the above route, leaving St. Louis every Friday morning. These tourist cars are available to holders of second and class tickets. This route is recognized by the traveling public as the ideal winter way to the Italy of America and her sun-kissed valleys. No high altitudes and free from ice and snow. Space in sleeping cars reserved on application. For rates, time cards and further particulars address J. A. Gallagher, Agent, 408 Vine street, Cincinnati, O.

The Leader in Circulation.

The Leader in News.

The Leader in Patronage.